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TORONTO  
HARBOUR COMMISSIONERS

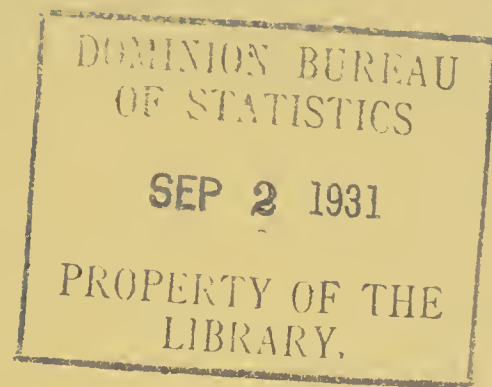


*Annual Report*  
1929



ADMINISTRATION BUILDING  
TORONTO





Government  
Publications



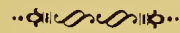


TORONTO HARBOUR 1834

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# TORONTO HARBOUR COMMISSIONERS

## ANNUAL REPORT 1929



ADMINISTRATION BUILDING

### *Commissioners:*

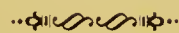
THOMAS JENKINS, Esq., *Chairman*

MAJOR Wm. C. McBRIEN

J. E. GANONG, Esq.

GEORGE W. PORTER, Esq.

P. J. MULQUEEN, Esq.



BRIG.-GEN. J. G. LANGTON, *General Manager and Secretary*





The Chairman

and

Members of the Toronto Harbour Commission:

Gentlemen:

I have the honour to submit for your information the progress report of The Toronto Harbour Commissioners for the year 1929:

## *Dredging*

The dredge "Cyclone" was in commission for one hundred and two (102) days during which time she operated 1,316 hours out of a possible 1,759 hours removing and placing in position 657,711 cubic yards of material.



DREDGE CYCLONE REPAIRING EROSION AT SUNNYSIDE BEACH

For the reclamation of the Western Sand Bar the "Cyclone" removed from dredging berths in the immediate vicinity of the Western Channel 435,436 cubic yards of material and deposited same south of the Channel along the lakeside of the Western Sand Bar.

The extreme highwater during the early part of the year, combined with easterly gales, caused serious damage to the shore line along the whole waterfront of the City, particularly in the Western Section where the erosion at Sunnyside Beach threatened to undermine some of the buildings making immediate beach repairs necessary; the "Cyclone" was, therefore, sent to Sunnyside where she dredged 225,275 cubic yards of material from the bed of the lake and deposited same along

the beach from a point west of the Bathing Pavilion to near the Parkdale Canoe Club.



LOOKING WEST DOWN KEATING'S CHANNEL—CHERRY ST. BASCULE BRIDGE IN BACKGROUND, KEATING ST. ON RIGHT

Keating's Channel was dredged to a depth of 18 feet, 20,000 cubic yards of material being removed by clam shell and deposited in the vicinity of Parliament Street.

## *Construction*

About the middle of May tenders were called for the construction of the foundations and approach piers for the bascule bridge which is to be erected across the Ship Channel at the foot of Cherry Street. The contract was awarded to the Foundation and Construction Company of Ontario, Limited, work was commenced on June 28th, and is now nearing completion.



SHIP CHANNEL—400 FT. WIDE, 6,800 FT. LONG, RUNNING THROUGH THE CENTRE OF THE EASTERN HARBOUR TERMINALS.

The contract for the steel work was awarded to the Dominion Bridge Company, Limited, and the work of erection will commence immediately after the completion of the foundations and approach piers.



Tenders were called for in August for the construction of Section No. 9 of the Harbourhead Walls, and the contract was awarded to the Russell Construction Company, Limited, this section extends westerly from the Marginal Way Wall along the northerly side of the Polson Extension for a distance of 945 feet, and is designed to retain the filling made at this point and to give wharfage facilities to the Canada Cement Company, Limited, who have leased the lands abutting thereon from the Commissioners and have erected a cement storage and bagging plant with the necessary handling equipment. The work consists of timber crib substructure and concrete superstructure; the substructure has been built, placed in position and filled ready to receive the concrete superstructure which will be completed in the Summer of 1930.

Steam railway main leads and sidings totalling one mile in length were constructed in the Eastern Harbour Terminals and Central Harbour Terminals, making a grand total of nineteen miles of Commissioners' railway tracks now serving the industries in these areas.



LOOKING SOUTH ALONG CHERRY STREET, CANADA CEMENT COMPANY IN BACKGROUND.

In addition to the above the Keating Street storage yard, which will ultimately contain three miles of trackage, was commenced in the Fall and by the end of the year one and two-third miles of trackage had been completed.

Local improvements were constructed by the City as follows:

*Sewers*—On Queen's Quay, Carton Street, Cherry Street, Don Roadway, Saulter Street, Bouchette Street, Logan Avenue, Carlaw Avenue, Keating Street east of the Don, Villiers Street and Commissioners Street.

*Watermains*—On Fleet Street, west of Bathurst Street.

*Pavements*—On Commissioners Street and Carton Street.

*Sidewalks*—On Fleet Street.

## *Air Harbour*

During the past few years the use of the aeroplane has been rapidly growing in importance for the carrying of passengers, mail, merchandise and money; and has proved not only the great economic advantage of this method of super-rapid transportation, but its vast commercial value.



AMPHIBIAN ARRIVING AT TORONTO

Realizing that owing to the rapid strides aviation has made, it is as necessary to provide adequate terminal facilities for seaplane and amphibian as it is to supply



LANDING PASSENGERS

docks and piers for water craft or terminal stations and yards for railways, the Commissioners, last Spring, prepared a report and plans for the establishment of a permanent combined seaplane and land plane base on the Western Sandbar which they submitted to the City Council who approved of the first stage of the development. The ultimate suggested development, when approved, will give Toronto a combined Airport and Air

Harbour within one mile of the main Hotel, Terminal Station, General Post Office and Custom House.

Construction was commenced immediately on the first stage. The necessary filling was made and an area 150 feet wide by 900 feet long was graded and paved with Tarvia Retread base and top.

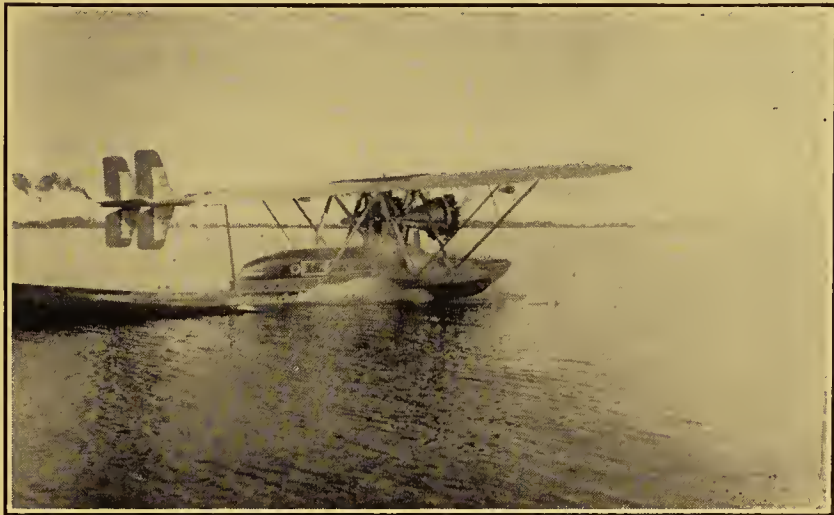
In the meantime to meet urgent requirements a temporary air harbour was established on the waterfront a short distance



TAKING ON MAIL



east of Yonge Street. The first plane arrived on June 29th, and the formal opening of the air harbour, which took place on July 15th, was marked by the christening of the Colonial Airways Sikorski Amphibian "Neekah" by Mrs. G. Howard Ferguson, wife of the Premier, and by the inauguration of two new air mail services from Toronto—one to Detroit and return the other to and from Buffalo. Passengers arrive in Buffalo forty-five minutes after leaving Toronto and there is a saving effected through air navigation of from six hours to forty hours in mail delivery, according to destination. In addition to the passenger and mail service, landing facilities were afforded to seaplanes from Montreal, Ottawa, New York, Cleveland, Pittsburg, Milwaukee, Sault Ste. Marie and many other cities.



DEPARTURE FOR BUFFALO

### Tug "Rouille"

Early in the year the Collingwood Shipyards, Limited, were awarded the contract for the construction of a steel single-screw general purpose tug, thoroughly equipped for fire-fighting and ice-breaking.



TUG "ROUILLE" BREAKING ICE

It was launched on October 26th and christened "Rouille," after Fort Rouille, a French Trading Post built on the site of Toronto in 1749, and delivered to the Commissioners at Toronto Harbour on November 16th.

It is an oil burner and develops 1,000 H.P. and is of the following dimensions:

Length B.P.....	100' 0"
Breadth moulded.....	25' 0"
Depth moulded.....	12' 6"
Load draught.....	10' 6"

Dead weight on above draughts 50 long tons.



# Industries Located on the Reclaimed Lands in the Eastern Harbour Terminals





The fire pump has a capacity of 1,500 imperial gallons per minute, capable of supplying water for six 1 $\frac{1}{8}$ -inch standard nozzles under a pressure of 150 lbs. per square inch.

The official demonstration took place on December 30th when the "Rouille" steamed from her berth in the Keating's Channel to the foot of Yonge Street, a distance of



THROWING STREAMS ON IMAGINARY FIRE



THROWING STREAMS FROM TURRET NOZZLES

nearly 1 $\frac{1}{2}$  miles, in less than twenty minutes breaking heavy ice all the way, and within two minutes of her arrival opposite the foot of Yonge Street was throwing six streams of water on an imaginary fire.

The "Rouille" was kept in commission during the winter months, when she moved loaded grain vessels from the winter

storage berths to the elevator for unloading as their cargoes were required, and broke ice from eighteen to twenty inches in thickness in Keating's Channel and the Harbour, effectually proving the feasibility of keeping the harbour open for the movement of vessels during the entire year.



FIRE TUG USED AS AN AUXILIARY



SITE OF THE EASTERN HARBOUR TERMINALS IN 1914. LOOKING EAST FROM FISHERMAN'S ROAD

## *Industrial*

The demand for industrial sites continued steadily throughout the year. Approximately fifty acres of land were disposed of by lease and sale, of which thirty-seven acres was in the Eastern Harbour Terminals and about fourteen acres in the Central Harbour Terminals.

In the Eastern Harbour Terminals the McColl-Frontenac Oil Company, Limited, acquired  $8\frac{1}{2}$  acres south of the property they are now occupying making their total holdings  $22\frac{1}{3}$  acres.

The Canada Cement Company, Limited, acquired  $3\frac{2}{5}$  acres north of Carton Street, including wharfage facilities, on which they have erected a reinforced concrete storage and bagging plant with all the necessary equipment.

The Sun Oil Company, Limited, acquired  $3\frac{1}{4}$  acres between the Ship Channel and Basin Street upon which they are erecting a modern oil storage plant.



THE SAME AREA AS ABOVE DECEMBER 1929



# Industrial and Shipping Interests in the Central Harbour





The Imperial Oil, Limited, acquired  $19\frac{1}{4}$  acres extending southerly from Commissioners Street to the Ship Channel and in a line with their lands on the north side of Commissioners Street on which they are now erecting oil storage tanks.



MUNITION STREET

This Company now hold  $31\frac{2}{3}$  acres in this district, not including a lease of 0.468 acres of dock property with a frontage of 300-feet on Keating's Channel.

The Disher Steel Construction Company, Limited, have leased one acre adjoining their property on Munition Street for expansion purposes.

Other small leases of property on which no buildings have been erected total  $1\frac{1}{5}$  acres.

In addition to the above, Nesbitt, Thomson & Company, Limited, have acquired by lease the forty-seven acres on the south side of Commissioners Street, formerly occupied by the Baldwin Canadian Steel Corporation, Limited,



VILLIERS STREET LOOKING EAST FROM CHERRY STREET  
SHOWING THE RAILWAY MAIN LEADS OF THE  
HARBOUR COMMISSIONERS.





LOOKING WEST FROM HARBOUR COMMISSIONERS  
ADMINISTRATION BUILDING—OLD WESTERN  
CHANNEL IN CENTRE BACKGROUND.

under the terms of which they agree to establish on the property, within a specified period, two basic industries each of which will expend a sum of at least \$2,000,000.00 on plant and equipment.

In the Central Harbour Terminals the most important transactions during the year were as follows:

The Tip Top Tailors, Limited, acquired  $3\frac{1}{4}$  acres on the south side of the Boulevard Drive immediately west of the Baseball Stadium upon which they have erected a five-storey men's made-to-order clothing factory. This is a re-inforced concrete building and one of the most handsome of its kind in the City.



TIP-TOP TAILORS LIMITED



SAME AREA AS ABOVE—RECLAIMED FLEET STREET IN  
CENTRE—YARDLEY COMPANY BUILDING IN COURSE  
OF ERECTION IMMEDIATELY SOUTH OF  
FLEET STREET.

The Hamilton Bridge Company, Limited, acquired the leases of the properties formerly occupied by the Canada Metal Company, Limited, and Kilmer & Barber, Limited, and also leased additional lands from the Commissioners making their total holdings  $5\frac{2}{3}$  acres. This property has a dock frontage of 1,000 feet and will be used by the Bridge Company as an assembling, storage and distributing plant.





THE EASTERN HARBOUR TERMINALS LOOKING SOUTH-EAST FROM BRIDGE



THE CENTRAL HARBOUR TERMINALS SHOWING PORTION OF THE HARBOUR FRONT





R KEATING'S CHANNEL AT CHERRY STREET—KEATING'S CHANNEL ON LEFT



VEEN YONGE STREET AND SIMCOE STREET—SKY LINE OF THE CITY IN BACKGROUND



# Oil Refineries, Storage Tanks and Service Stations located in the Harbour Industrial Areas





The Rogers-Majestic Corporation, Limited, leased approximately two acres on the north side of Fleet Street, a short distance west of Bathurst Street upon which they have erected a two-storey brick factory, trimmed with cut stone, for the manufacture of batteryless radios.

The King-Spadina Company, Limited, leased two-thirds of an acre on the south side of Fleet



ROGERS-MAJESTIC CORPORATION LIMITED



KING-SPADINA COMPANY LIMITED

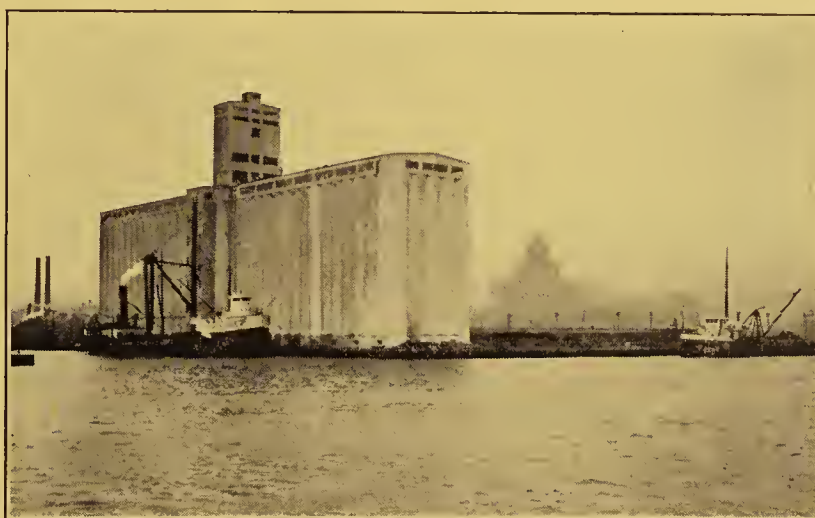
Street west of Spadina Avenue upon which they have erected a brick warehouse for the storage and distribution of steel.

Other small parcels leased upon which no buildings have been erected approximate  $3\frac{1}{2}$  acres.

The Yardley Company of Canada, Limited, have commenced the erection of a seven-storey reinforced concrete building, trimmed with cut stone, on their lot, at the south-west

corner of Fleet Street and York Street, purchased from the Commissioners a year ago. It will be used for offices, showroom and warehouse.

The short-term leaseholders of Commissioners' lands on Bathurst Street were served with notices in May last to determine their leases in order to make room for the construction of the Bathurst Street Bridge, south from Front Street.



UNLOADING GRAIN AT ELEVATOR

## Work Accomplished

The following tables set forth the work accomplished to date on the Toronto Harbour Improvements:

### Park and Recreational Lands

	Unit	Eastern	Central	Western	Total
Reclaimed Land.....	Acres	123	91	217	431
Leased.....	"	.....	.....	36	36
Available for Sale or Lease.....	"	.....	.....	50	50
Street Reservations.....	"	.....	.....	16	16
Available for Parks.....	"	123	91	115	329

### Industrial Lands

	Unit	Eastern	Central	Western	Total
Acquired in 1928.....	Acres	3	1	.....	4
Fully Reclaimed.....	"	711	302	.....	1,013
Leased and Sold.....	"	188	131	.....	319
Available for Lease or Sale.....	"	252	57	.....	309
Dedicated Streets.....	"	64	33	.....	97
Reserved for Railway Sidings.....	"	18	6	.....	24
Public Docks.....	"	7	.....	.....	7
South of Ship Channel available for occupation upon the completion of Bascule Bridge now under construction across Ship Channel.....	"	185	.....	.....	185
Between Yonge Street and Parliament Street, available for occupation upon the completion of Fleet Street.....	"	.....	76	.....	76
Industries.....	No.	30	34	.....	64

	Eastern	Central	Western	Total
Approximate investment in land, buildings and equipment.....	\$10,000,000	\$19,000,000	\$750,000	\$29,750,000
Assessed values of land, buildings, business and assessable income for 1930 taxes.....	5,486,192	10,064,738	371,560	15,922,490
Taxes collectable on above assessment	174,461	320,059	11,815	506,335
Total general taxes paid since 1912 added to those collectable on 1929 assessment.....	819,781	2,021,243	96,309	2,937,333



## *Industrial Lands—Continued*

Of the sixty-four firms now located on Harbour lands thirty-two have located since December, 1926. This rapid development of the industrial areas is clearly indicated by the assessed value the of Harbour properties which are as follows:

1926.....	\$ 5,943,480
1927.....	7,324,389
1928.....	12,478,373
1929.....	15,922,490

## *Utilities*

Class	Unit	Eastern	Central	Western	Total
Improved Waterways.....	Acres	149	32	113	294
Paved Streets.....	Miles	2 $\frac{3}{4}$	2	1 $\frac{1}{4}$	6
Sidewalks.....	"	2 $\frac{3}{4}$	2	.....	4 $\frac{3}{4}$
Railway Main Leads, Sidings & Sorting Yard.....	"	11 $\frac{2}{3}$	9	.....	20 $\frac{2}{3}$
Concrete Dock Walls.....	"	6 $\frac{3}{4}$	3 $\frac{3}{4}$	.....	10 $\frac{1}{2}$
Watermains.....	"	5 $\frac{1}{4}$	2 $\frac{1}{4}$	2 $\frac{3}{4}$	10 $\frac{1}{4}$
Sanitary and Storm Sewers.....	"	6	4 $\frac{3}{4}$	4	14 $\frac{3}{4}$
Boulevard Drive.....	"	.....	.....	4	4
Boardwalk.....	"	.....	.....	2	2

## *Port Returns*

Navigation opened on April 3rd, and closed on December 15th, a period of 257 days as compared with 253 days in 1928 between April 3rd and December 11th.

Passenger steamers entering and leaving the Harbour numbered 1,111, Freighters numbered 824, and Tugs, Barges and Sailing Vessels 79; a total of 2,014, as compared with 1,916 in 1928 and 1,864 in 1927.

A new record, amounting to 191,299 tons, for the delivery of coal by water was established this year, the previous record being 188,715 tons in 1873. This year's record is entirely due to Harbour Improvements, which have afforded local



WELSH COLLIERS UNLOADING AT KEATING'S CHANNEL

dealers opportunities for the economic importation of Welsh Anthracite. The following is a comparative statement of coal shipments by water for the years 1928 and 1929:

### *Comparative Statement*

Classification	Unit	1928	1929
Bituminous.....	Tons	102,259	98,968
American Anthracite .....	"	2,850	2,502
Welsh Anthracite.....	"	22,588	66,722
Coke.....	"	22,402	23,107
<hr/>		<hr/>	
Total.....	Tons	150,099	191,299



OIL TANKER DISCHARGING CARGO INTO STORAGE TANKS





LOADED GRAIN VESSELS IN WINTER STORAGE BERTHS

During the past three years there has been a marked increase in the trade of Toronto Harbour in both inward and outward shipments. This increase, as in the shipments of coal, is entirely due to the facilities afforded by the Harbour Improvements, and the greater part of the increase can be traced to industries located in the Harbour Industrial Areas. Notable among the latter are the oil industry and the grain industry. In the former this year's shipments totalled 275,870 tons (68,052,950 gallons) as compared with 162,259 tons (41,538,104 gallons) in 1927 and 201,055 tons (51,470,085 gallons) in 1928. The number and size of the additional oil tanks now being erected by the existing companies, combined with the advent of two more oil companies which are now erecting plants seems to indicate that next year's oil shipments will show a material increase in these figures.

The grain industry was non-existent in 1927; in 1928, 74,446 tons were received at the elevators and in 1929 grain shipments totalled 105,288 tons.

The following is a statement of the various commodities shipped to and from the Port of Toronto during the season of 1929, compared with the seasons of 1927 and 1928:



EMPTY GRAIN VESSELS MOORED IN SHIP CHANNEL READY FOR SPRING OVERHAULING



# Commodity Tonnage Statement

COMMODITY	Unit	INWARD			OUTWARD			TOTAL		
		1927	1928	1929	1927	1928	1929	1927	1928	1929
Merchandise.....	Tons	131,372	157,715	176,341	70,304	67,616	73,192	201,676	225,331	249,533
Liquors.....	"	6,950	6,739	8,543	924	1,503	1,867	7,874	8,242	10,410
Oils.....	"	154,951	190,340	265,285	7,308	10,715	10,585	162,259	201,055	275,870
Coal.....	"	136,246	150,099	191,299	.....	.....	.....	136,246	150,099	191,299
Stone.....	"	75	.....	.....	.....	.....	.....	75	.....	.....
Sand.....	"	98,664	70,998	106,752	.....	.....	.....	98,664	70,998	106,752
Lumber.....	"	.....	4,749	11,488	.....	.....	.....	.....	4,749	11,488
Fruit.....	"	2,911	3,453	1,921	98	32	24	3,009	3,485	1,945
Sheep.....	"	.....	.....	.....	29	1	.....	29	1	.....
Carcases.....	"	.....	.....	.....	.....	299	320	.....	299	320
Horses.....	"	65	102	57	90	170	211	155	272	268
Vehicles.....	"	1,729	2,745	2,685	1,692	2,937	3,376	3,421	5,682	6,061
Laths & Hoops.....	"	.....	160	.....	.....	.....	.....	.....	160	.....
Grain.....	"	.....	74,446	105,288	.....	.....	.....	.....	74,446	105,288
Total.....	"	532,963	661,546	869,659	80,445	83,273	89,575	613,408	744,819	959,234

The opening of the new Welland Ship Canal during the Season of 1930 will give the large vessels of the Upper Lakes access to Lake Ontario and Toronto Harbour, thus moving the foot of the Great Lakes Navigation from Lake Erie to Lake Ontario and bringing with it cheaper water transportation and a considerable increase in the shipping trade of the Harbour.



## *Life Saving and Police Patrol*

The main Life Saving Station was moved in the Spring from its location north of the Western Channel to its present site at the north-west corner of the Motor Boat Basin at the foot of John Street. This move was rendered necessary by the strong westerly gales which constantly endangered the safety of the boats and compelled their removal to the storm station at the Western Sandbar during such gales.

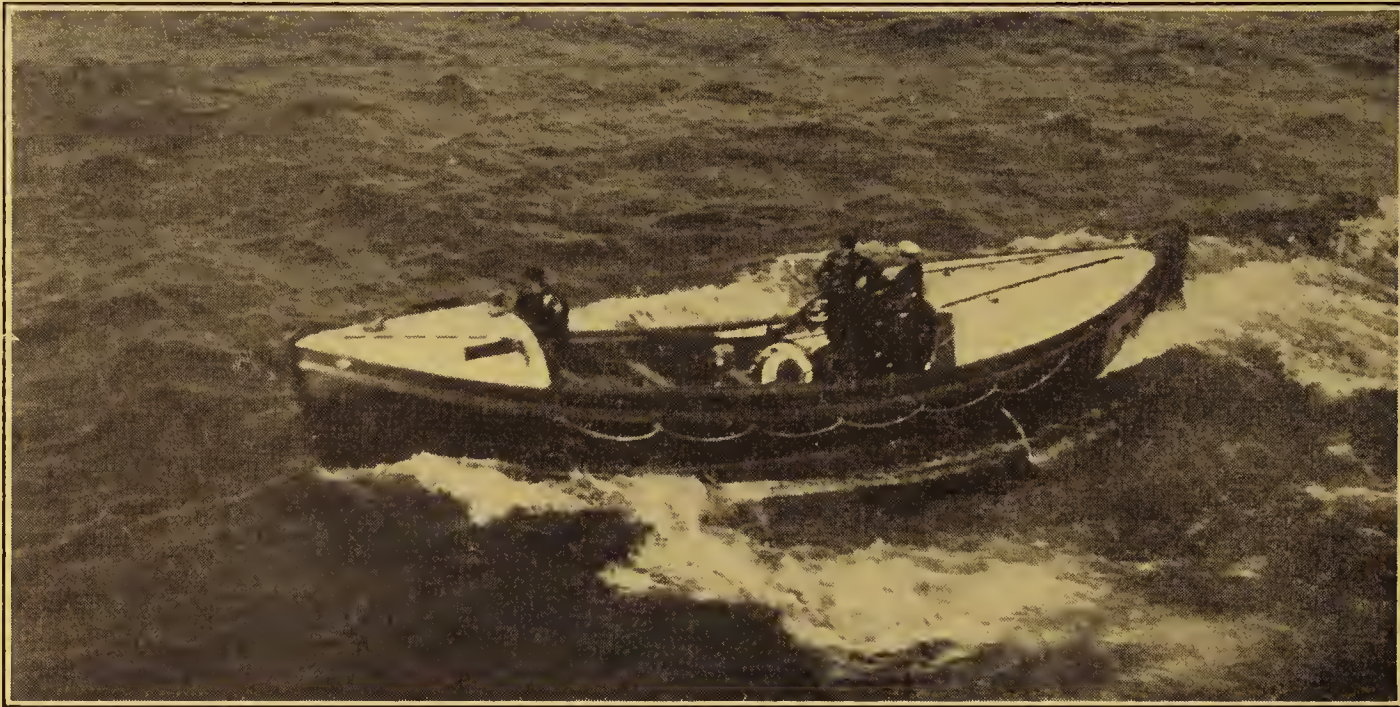


MAIN LIFE SAVING AND POLICE PATROL STATION  
BOAT HOUSES AND LOOKOUT TOWER

Substations were operated at Humber Bay, Simcoe Park and Scarborough Beach from May 1st to October 15th.

Life Guards took charge of the protection of the Free Bathing Areas at Sunnyside Beach, Olympic Island and Ward's Island from the third week in June to the middle of September and at Centre Island and the Western Sandbar from about the middle of July to the middle of September. The men on duty at each of the above localities constantly patrolled the area under their supervision and a close watch was kept from the Lookout Tower at the Main Life Saving Station.





NO. 1 LIFEBOAT

The Life Saving Service also responded to calls from Rice Lake, Erindale and Virginia Beach, Lake Simcoe, and recovered bodies of Torontonians who were drowned at these points.



NO. 1 LIFEBOAT AS HOSPITAL SHIP AT MARATHON SWIM





LIFE SAVING SPEED BOATS ANSWERING S.O.S. CALL

## Summary

The following is a summary of the work performed by the Life Saving and Police Patrol Service during the Season of 1929, compared with 1928:

	1928	1929
Calls for assistance.....	207	246
Persons rescued.....	129	113
First Aid rendered.....	117	139
Resuscitations.....	9	8
Drowning fatalities inside City limits.....	12	6
Drowning fatalities outside City limits.....	5	4
Number of Patrols.....	722	996
Floating bodies recovered.....	6	7

Special patrols were maintained along the Waterfront of the Canadian National Exhibition Grounds during the two weeks of the Exhibition's aquatic activities; this included the Wrigley Marathon Races on August 23rd and 30th, and on



September 6th and 7th, when this Service furnished the necessary protection to all the participants in these contests.

Ice patrols were commenced immediately after the freezing up of the harbour and carried on daily until the break-up. Signs were placed at conspicuous places to mark the spots where the ice conditions were dangerous. Warnings were also given the public through the medium of the daily press.

## *Financial*

Attached hereto is the financial statement for the year 1929.

Respectfully submitted,

J. G. LANGTON,

General Manager.



# Sunnyside Beach and Amusement Area





# Balance Sheet, December 31st, 1929

## *The Toronto Harbour Commissioners*

Toronto, Ontario

### ASSETS

#### CURRENT:

Cash in Banks and on hand.....	\$17,971.34	
Accounts receivable—City of Toronto....	\$215,736.68	
Accounts receivable—Others.....	90,009.17	
		305,745.85
Bills receivable.....	10,000.00	
Due on Property Sales.....	13,000.00	
Inventories—Stores, Supplies, etc.....	57,291.98	
Dominion of Canada Bonds due 1934—		
Held as Contractor's deposit (at par).....	18,000.00	
		422,009.17

#### INVESTMENTS:

Held by Trustees for Bondholders.....	261,533.73	
Mortgages receivable.....	24,000.00	
		285,533.73

#### SINKING FUND DEPOSIT:

Held by Trustees for Debenture Bond—Redemption....		361,950.00
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#### FIXED:

Lands available for Sale or Lease.....	25,059,218.00	
Lands Leased.....	5,142,325.00	
Lands occupied by buildings, etc.....	1,832,871.00	
		32,034,414.00
Buildings at Cost.....	1,522,424.00	
Less Reserve for Depreciation.....	343,740.00	
		1,178,684.00
Bridges (under construction).....	164,852.95	
Harbour Head and Retaining Walls.....	3,617,618.62	
Railway Trackage.....	468,641.21	
Plant and Equipment.....	1,165,917.38	
Less Reserve for Depreciation.....	685,735.28	
		480,182.10
		37,944,392.88

#### DEFERRED:

City of Toronto Reclamation Account.....	1,543,138.34	
Less Proportion Repayments.....	437,027.21	
		1,106,111.13

#### PREPAID AND DEFERRED CHARGES:

Insurance Prepaid.....	5,518.66	
Private Siding Construction (deferred).....	1,539.83	
Sunnyside Local Improvements (deferred).....	19,845.26	
		26,903.75

#### SUNDRY (See Contra):

Commissions on Leased Properties (deferred).....	63,599.14	
Discount on Debenture Bonds Sold.....	3,248,168.63	
Debenture Bonds Sales Expense.....	22,461.41	
		3,270,630.04

Less Proportion charged to Debenture and General Interest Account.....	1,000,689.59	
		2,269,940.45

#### DEBENTURE AND GENERAL INTEREST ACCOUNT:

Jan. 1, 1929, Balance.....	9,428,409.11	
Add Debit Balance for year 1929.....	1,068,575.32	
		10,496,984.43

#### DEDUCT: SURPLUS FROM OPERATIONS:

Jan. 1, 1929, balance.....	\$644,084.90	
Add Operating surplus for year 1929.....	88,351.67	
		732,436.57
		9,764,547.86
Total deducted from Surplus Account opposite.....		12,098,087.45

40,146,900.66



# Balance Sheet, December 31st, 1929

*The Toronto Harbour Commissioners*

Toronto, Ontario

## LIABILITIES

### CURRENT:

Bank Overdraft.....	335,233.50	
Bank Bills Payable.....	1,350,000.00	
		1,685,233.50
Accounts Payable.....		85,077.49
Unclaimed Wages.....		1,559.30
Prepaid Rentals.....		12,688.65

### DEBENTURE INTEREST:

Outstanding Coupons.....	12,712.50	
Accrued to date.....	330,120.00	
		342,832.50
Contractors' Deposits.....		54,584.40
Cash received on Property Sales not yet completed.....		1,854.62
		2,183,830.46

### DEFERRED:

4½% Debenture Bonds, coupons attached, Principal due September 1, 1953.....		
Issued.....	25,000,000.00	
Less Bonds retired to September 1, 1928.....	2,992,000.00	
Now Outstanding.....		22,008,000.00

### CITY OF TORONTO ADVANCES UNDER GUARANTEE OF BONDS:

Advanced in 1927.....	720,000.00	
Advanced in 1928.....	720,000.00	
Advanced in 1929.....	686,405.00	
		2,126,405.00

### RESERVES:

Real Estate Commissions Reserve.....		34,699.38
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### SURPLUS ACCOUNT:

Properties from City of Toronto.....	2,259,809.00	
Properties from Toronto Harbour Trust.....	43,073.72	
		2,302,882.72
Increase in Value of Lands.....	23,589,170.55	
Less Commissions on Leased Properties, Discount and Expense on Bonds sold, Bond and General Interest Account, less Surplus from Sundry Operations (See Contra).....	12,098,087.45	
Surplus accrued from Development, at present values, and other Operations.....	11,491,083.10	
		13,793,965.82
Total Surplus.....		

Gunn, Roberts & Co.,  
Chartered Accountants.

\$40,146,900.66











